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## COMPROMISE PLAN

Pennsylvania Railroad Agrees to a Solution of Grade Crossings.

## THE IDEA OF COMMISSIONER BLACK

Elevated and Depressed Tracks Both Used.

## NEW LONG BRIDGE

It remained for Engineer Commissioner Black to settle the railroad problem in South Washington. This afternoon Engineer W. H. Brown of the Pennsylvania railroad had an important conference with the head of the engineer department, and the result of the interview was the acknowledgment on the part of Engineer Brown that the compromise plan of Capt. Black was satisfactory to the railroad, and that he was prepared to recommend it.

This action on the part of the Pennsylvania railroad marks the beginning of the end of the most important contention between the officials of the road and the Commissioners. The latter have been anxious for several years to better the conditions in South Washington along the tracks of the Pennsylvania railroad, and they took away with the deadly grade crossing. The Pennsylvania railroad have shown a disposition to help out, provided a plan could be made to carry out after the year matter hung, and it did not seem possible that the railroad officials and the District authorities would ever be able to get together and agree upon some plan.

Shortly after Commissioner Black came into office he took up this subject of railroad and studied the situation in South Washington carefully. He found that nothing could be accomplished until the railroad and the Commissioners could agree upon a plan that would be mutually advantageous.

The other plans he saw were unfair to the railroad company, whose rights he acknowledged. He worked steadily for several months on the matter, and finally announced through a letter to the railroad company his willingness to talk over the situation. This brought the officials of the railroad to the Commissioners' office, and they pondered long over the two alternative plans submitted. Neither suited them. The railroad's rights were not guarded enough, they said, by either of them. What was wanted, they said, was something which would recognize the rights of the railroad, and at the same time show due regard for the best interests of the District.

Commissioner Black thought he had just such a plan. It was his reserve card in this railroad game, and when he played it it took all the other plans. He called it his compromise plan. The railroad officials agreed to a plan, and asked permission to take it into effect and study it out. This was immediately granted, for the Commissioner had gone over the plan several times and felt assured that there was nothing in it which the railroad company could reasonably object to.

The Conference.  
And so the engineers took the plan to Philadelphia with them and pondered long and deep over it. Several days ago the home office sent a letter to the Commissioners received a letter from the home office stating that Engineer Brown would be down this week to enter into the matter. He came this morning armed with a big bundle of maps and profiles, and was immediately ushered into the private office of the Engineer Commissioner.

Orders were sent out to allow no one to disturb the Commissioner, and for three days the engineering head of the Pennsylvania railroad and the head of the District engineer department talked earnestly. The railroad engineer stated that the company he represented was anxious to better the conditions in South Washington, and he was glad to say he believed the time had arrived when a solution of the vexed problem was in sight. He then stated his willingness to recommend to the Pennsylvania railroad the compromise plan of Engineer Commissioner Black.

When the conference had concluded Commissioner Black's face was beaming. It was the first time the railroad and the Commissioners had agreed, and this argued well for the future of South Washington.

## THE COMPROMISE.

Briefly the plan contemplates a combination of an elevated and depressed system, which begins at the intersection of the present system, and following the line of the present tracks, becomes elevated at a point half way between South Capitol street and Delaware avenue. This permits the use of the present yard of the railroad at New Jersey avenue without practical change. From South Capitol street it is elevated so that all intersecting streets pass under without change of grade, as far as 4th street. Sixth street is lowered about two feet from its present grade to permit the tracks to run on an elevated structure to the site of the present depot.

The depot is to be entirely reconstructed. The building at all times enter the second story. The Metropolitan street car line, and the route along B street between 9th and 10th and Missouri avenue is to be extended through the depot and the north end of the main to 7th street. At Virginia avenue and 4th street the branch for the Southern connection begins to descend from an elevated structure to become a depressed system. This is accomplished at 9th street, and it continues to the bridge.

## NEW BRIDGE.

Another feature of the plan is the building of an entire new bridge to take the place of the present Long Bridge. The bridge is to be considerably elevated from the present grade, with considerable reduction in the number of piers. Nor is this all, for the plans contemplate an entirely new bridge of approved architecture.

At the request of Engineer Brown a further conference was granted, and this afternoon there was a meeting of the Board of Commissioners called to hear the report of Engineer Brown.

The meeting was private, but nothing developed of interest save the satisfaction the Commissioners experience in having at last found a solution to the railroad problem of South Washington.

## Cement for Fort Washington.

Col. Allen, the engineer officer in charge of the Potomac river improvements, has made a contract with H. A. Jones & Co. of this city for 4,500 barrels of cement for use in the construction of a gun battery at Fort Washington, Md., at 6 cents per barrel, furnished in bags.

## WEST VISITED BY STORMS

Heavy Rains in Nebraska, Wyoming and Colorado.

Trains Delayed by Washouts and Worst Floods Ever Known Experienced at Some Points.

CHEYENNE, Wyo., July 20.—Very heavy rains have been falling in the western States for several days, causing numerous washouts along the railroads. The eastbound Union Pacific flyer was tied up at Medicine Bow last night by a washout at Miser Station. Assistant Superintendent Culros has gone to the scene with a wrecking train.

The westbound train is held at Sidney by a washout at Chappell, Neb., and will be run via Julesburg and La Salle, Colo., over the Denver Pacific branch to reach here.

Turns to Snow in the Rockies.  
DENVER, Colo., July 20.—A severe snow storm is reported from all the higher portions in the mountain districts. Three inches of snow is reported at Cripple Creek, Aspen and other points, and it is expected to reach Leadville. The weather is uncomfortably cool even in Denver.

Cloudburst at Lodge Pole.  
LODGE POLE, Neb., July 20.—A cloudburst six miles west of this place washed out one mile of railroad track.

All trains are tied up. Every dam between here and Sidney is washed out and still they are going out.

This is the worst flood ever known here.

Lightning's Fatal Work.

CINCINNATI, Ohio, July 20.—A special to the Commercial Tribune from Marion, Ohio, says:  
A succession of terrible electrical storms, with heavy rainfall, passed over the city and vicinity. George Stout, while driving a mower, was killed by lightning; Charles Selter and William Sontag, mechanics, returning home from work, were struck down by lightning. They were killed. Four men near Radnor, fifteen miles from this city, were killed.

Cloudburst at Carnegie.  
PITTSBURGH, Pa., July 20.—A cloudburst near Carnegie last night damaged property to the amount of \$25,000. At the Pottsville mines of M. A. Hanna & Co. the powder stores, railroad tracks and cars were washed away. The water rose so rapidly that the miners were forced to flee to the hills for safety.

## ATTEMPT TO ROB A BANK.

Two Highwaymen Meet More Than Twenty Men in the Cashier's Office.

ODELL, Ill., July 20.—Two men entered McMillan's bank and placed revolvers at the head of Cashier Van Buskirk, ordered him to throw up his hands and pass over the cash. Van Buskirk was ready to meet just such an emergency, as he had weapons at his command, which he raised to shoot at the intruders. The robbers did not wait, but opened the door and escaped.

The cashier at once ran out of the door and gave the alarm. The people on bikes, horses, wagons, buggies and afoot followed the would-be robbers, who ran to the east of town, where they jumped in a buggy driven by two boys. They drove the horses hard until they saw that the Odell pursuers were gaining on them, when they leaped out of the buggy and made for the corn fields. Handcuffed people were soon on the scene. They surrounded the fugitives and after several desperate attempts to get away, the robbers were caught. Numerous shots were fired, but no one was injured. The robbers were brought to town and lodged in jail to await the action of the grand jury.

A preliminary examination they gave the names of Frank W. Jackson and Harry Howard, both hailing from New York. It appeared that the sum of the money which made two attempts to wreck the Washburn pay car between Fairbury and Forest last Saturday.

## HEAVY DAMAGES WANTED.

Premises Kansas City Club Man Mixed Up In Divorce Suit.

KANSAS CITY, Mo., July 20.—A. S. Nichols, an employee in a hat store, has instituted sensational suits in the circuit court. The first is against his wife, Pearl Nichols, for divorce, naming Ben. C. Burgess as respondent. The ink making this record on the court document was not dry when Nichols entered the second suit against Mr. Burgess for \$10,000 for alienating his wife's affections. Probably no man among the swell club is better known than is Burgess. Almost without exception the members of the Kansas City Club have been a moving and energetic spirit in that organization. He is the Kansas City agent of Sweet, Dempster & Co., and is reputed to be a man of considerable means. He came here seventeen years ago from Cleveland, Ohio. Burgess declares that the sum of the money which made two attempts to wreck the Washburn pay car between Fairbury and Forest last Saturday.

## DR. HERZ CLAIMS DAMAGES.

Relies on His American Citizenship to Force French Government.

PARIS, July 20.—The *Pilgrage* says that a French representative, Dr. Herz, has demanded an indemnity of 1,000,000 francs from the French government for false accusations brought against him by French officials and members of the French parliament.

In the course of the letter he laid stress upon his American citizenship and asserted that he expected that his claim would be energetically supported by the United States government.

## SPANISH LIBERAL'S PLAIN TALK.

Says Autonomy is a Necessity for Both Cuba and Spain.

MADRID, July 20.—Senor Moret y Tena, the liberal leader and former minister, delivered a brilliant speech at Saragossa last night on the Cuban question. He violently attacked the policy of the government, especially its methods of campaigning in Cuba, and declared that autonomy was a necessity for both Cuba and Spain. He said, "for Cuba is as much a necessity of Spain as of Cuba." He ended impressively upon the dangers to which monarchy is exposed if it does not obey the force of public opinion.

## DON CARLOS MAY TRY AGAIN.

Suspicious Massing of War Material Along French-Spanish Frontier.

LONDON, July 20.—A special dispatch from Madrid, referring to the revival of Carlism, says:

"Large quantities of supplies are stored on the French border and large consignments of arms have been ordered in Germany and in Belgium. While nobody thinks that the Carlism will openly rebel in the present circumstances, if popular discontent over the mismanagement of Cuba and the subservience of the government of the United States spreads and develops riots, as it is quite likely to do, then Don Carlos may try his luck again."

## SENATE OPPOSITION

Talk of Recommitting the Tariff Conference Report.

## COTTON TIES, BAGGING, WHITE PINE

Proposed Line of Action Not Parliamentary.

## COURSE THAT LIES OPEN

There is a great deal of talk about a motion being made in the Senate to "recommit" the tariff conference report, "with instructions to restore cotton ties and cotton bagging to the free list and white pine lumber to the 10 per cent tariff." Efforts are being made to make a combination strong enough to do this.

The trouble about this proposition is that a motion to "recommit" is not in order, with instructions, is not in order, and would not be entertained by the Vice President. The first motion in order is that which will be made by Mr. Allison, that the Senate concur in the conference report. This motion is not subject to amendment or modification.

The vote must be taken directly upon it and the report be adopted or rejected. It is proposed by the opposition to make a motion excepting certain features of the report. The Vice President will undoubtedly hold that this motion is not in order.

The method by which a subject once agreed on in conference is sent back into conference is first by the rejection of the conference report, and by a separate motion asking the other house for a further conference. It is quite certain, however, that it is not in order to instruct the conference. The conference committee is composed of representatives of both houses, and it cannot be instructed by one house or the other.

Moreover, the theory of a conference is that it shall be "full and free," and it is not proper to instruct the conference of one house or the other. The nearest approach to an instruction would be a resolution on the part of the Senate "that the conference be continued." The House might then decline further conference, and then the Senate would have to reconsider its action, but this is not the report or else the bill would fail. Antecedent to any other motion the report as a whole must be adopted or rejected.

The importance of this parliamentary situation is that it is said that there are possibly enough votes in favor of the one motion to carry it, and that the cotton ties and cotton bagging to defeat the committee on these items if a separate vote could be had on them.

The one plan of the opposition is to bring about these changes, and the bill would be in danger if parliamentary practice would admit of their being carried out. It is quite certain, however, that the motion to concur in the conference report, without any intervening motion, a majority will be in order. The purpose generally expressed by members of the several factions of the opposition is to secure prompt action.

If they could get the votes necessary to accomplish what they want they would like the vote to come as soon as possible; but, in the event of a delay, the general opinion expressed is that the bill should be carried by delay. Their efforts to muster votes for white pine and cotton ties, etc., are made in the hope that the bill will be brought to a vote on a motion to instruct the conference to reject the report as a whole.

It is certain that some of those interested in these items would not be willing to endanger the defeat of legislation by voting to reject the conference report as a whole.

If the conference report were rejected it would be a disaster to the Democrats, Populists and silver Republicans. This responsibility the combined opposition do not want to take. They have several senators who intended to make speeches before the adoption of the report, and they persist in their purpose to talk action may not be had before the early part of next week, but there will be no filibuster, and the Republicans are quite sure of the adoption of the report this week.

## WILL RETIRE TOMORROW.

Commodore Robert L. Phythian to Give Up Active Service.

Commodore Robert L. Phythian will be placed on the retired list of the navy tomorrow by operation of law on account of age. He entered the navy from Kentucky in January, 1853, and reached his present grade in September, 1884. Since September, 1880, he has been engaged on important shore duty, first as superintendent of the Naval Academy and later as superintendent of the naval observatory. He holds the latter detail at present. He will be succeeded as superintendent of the observatory by the late Commander Charles H. Davis, now a member of the naval inspection board. The new superintendent is a brother-in-law of Senator Lodge, and is a long-time friend of the late Commander Davis. He was the special escort of the Princess Eulalia of Spain on her visit to this country during the Columbian exposition as the guest of the nation.

## OPPOSITION TO POWERFUL.

His Nomination Said to Be Distasteful to Labor.

The Senate committee on immigration attempted to secure a meeting today to consider the nomination of T. V. Powderly to be commissioner of immigration, but failed to obtain a quorum. The meeting was called for 10 o'clock, and the committee was generally opposed by the opposition senators, on the ground that Powderly's appointment is distasteful to the labor element. Another attempt will be made to take up the nomination tomorrow.

## Repairs to the Brooklyn.

Capt. F. A. Cook, commanding the cruiser Brooklyn, which has just returned from England, has reported to the Navy Department that the vessel has been a few minor repairs. Orders have been accordingly issued for her to proceed to the Brooklyn navy yard to have the repairs made. She will then be attached to the North Atlantic squadron.

## Secretary Sherman Still Kept In.

Secretary Sherman does not improve so rapidly as was expected, and is still confined to his room. It was said at the State Department this afternoon that the Secretary is all right, and that the bad weather which he was exposed to while attending the cabinet meeting today.

## Possible Canal Commissioner.

Capt. O. M. Carter, Corps of Engineers, who is said to have been chosen by the President as a member of the Nicaragua canal commission, is at the Shoreham.

## Cadet Harris Allowed to Resign.

At the instance of the congressional delegation of Georgia, Secretary Long has accepted the resignation of Naval Cadet George S. Harris of Georgia, who was recommended by the academy board for dismissal for shooting off fireworks on the U. S. S. Santos on the Fourth of July, in disobedience of orders.

## THEIR AUTHORITY DENIED

Receiver Schoepf Questions Commissioners Jurisdiction Over Air Motors.

The Contention Made in Interview With Captain Black—Latest Phase of the Controversy.

And now the Eckington railroad repudiates the authority of the Commissioners to pass upon a question of air motors as a proper means of rapid transit. This is the very latest contention of those who have the interests of the Eckington road in charge, and it was made to the Commissioners yesterday by Receiver Schoepf of the road, who called to discuss the recent report of Engineer Commissioner Black.

The interview took place in the private office of the Engineer Commissioner. Receiver Schoepf said he had read the report carefully, and while he quite agreed with some of the deductions made by the Commissioners, there was considerable with which he took issue. He did not go specifically into the details of the report, but he said that the Commissioners were not to be taken for a future conference with the board. Commissioner Black suggested that Mr. Schoepf appear before the board and detail what he had to say. Mr. Schoepf preferred not to do so, adding that he did not care to meet the Eckington officials in their own house.

Commissioner Black informed him he need have no fear on that score, since the Commissioners would be glad to hear him face to face, and he would be glad to hear him at the bottom facts, without any desire to injure any one.

Receiver Makes a Suggestion.  
During the interview Mr. Schoepf took occasion to observe that he did not think the Commissioners pressed their inquiry deep enough. Commissioner Black quite agreed with him, and said that he would be glad to hear him at the bottom facts, without any desire to injure any one.

As the interview was about to terminate Mr. Schoepf advanced the belief that the company did not think the Commissioners had anything to say to the subject of air motors, and that he would be glad to hear him at the bottom facts, without any desire to injure any one.

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## Question of Opinion.

Commissioner Black said that was a question of opinion. The Commissioners had interpreted the recent law in connection with the former one, and would have to interpret it in connection with the new one. This was a new contention. The Commissioners had expected it, and felt confident it would be made. The law, or rather that too many drawn, excuse, is rather in the nature of a question of opinion. It is a question of opinion, and it is a question of opinion. It is a question of opinion, and it is a question of opinion.

## The Law Loosely Drawn.

The Commissioners are confident of their position. They say that the law is loose, and that they will have to interpret it in connection with the new one. This was a new contention. The Commissioners had expected it, and felt confident it would be made. The law, or rather that too many drawn, excuse, is rather in the nature of a question of opinion. It is a question of opinion, and it is a question of opinion. It is a question of opinion, and it is a question of opinion.

## PROMPTLY GOT THE PLACE.

A Consensus Promised by the President Without Urging.

"Did you hear about the St. Louis preacher and the Missouri congressman?" asked a St. Louis man at the Capitol today.

"No; what was it?"

"The Reverend Mr. and Mrs. and a popular preacher in St. Louis and also a congressman of a politician. He is a gold democrat, and was at the head of the Civic Federation, or something of that kind, and ran an auxiliary to the gold democrat machine. He really did some good work, and following the Scriptural proverb that the laborer is worthy of his hire and the political maxim that the victor is the victor, he came down to see the President and get his slice of pie."

"He said his son would like to be consular agent at Johannesburg, South Africa, and he said that the President had appointed him to the Missouri republicans in Congress. He finally secured them, and then got Secretary Long to appoint him to the position."

"His services to the party were related, and the President complimented him upon them and treated him with great friendliness. The President looked grave when the subject of office was broached, but brightened when the reverend gentleman mentioned Johannesburg. The only man mentioned Johannesburg. The only man mentioned Johannesburg. The only man mentioned Johannesburg."

"He then hurried over to the State Department to find out something about the salary of consular agent draws no salary whatever, and the President said that the incumbent, a local merchant, had not received a fee."

## THE CURRENCY MESSAGE.

It is Waiting for the Tariff Bill to Get Out of the Way.

It is semi-officially announced today that President McKinley will withhold his currency message until after the conference report on the tariff bill has been adopted by the Senate. The Republican leaders in the Senate do not desire to have any question thrown into the Senate while the debate is on, lest it may lead to complications and delay. It is in deference to their opinions and wishes that the President has postponed sending the message to Congress. He is, of course, as anxious as any of them can be to have the bill become a law as soon as the bill out of the way, the currency message will be sent to Congress.

## AT THE WHITE HOUSE

The Miners' Strike Situation Discussed by the Cabinet.

## RESOLUTION SENT TO THE PRESIDENT

Gossip About Selections for the First-Class Missions.

## DATE OF ADJOURNMENT

President McKinley this morning received the resolution adopted yesterday by the Pittsburgh council asking him to use his good offices in the settlement of the coal strike. The President has not yet sent an answer, and will probably not do so. The resolution of the Pittsburgh council and the strike situation were talked over in the cabinet today, but no decision was reached. The President has nothing to say to the Pittsburgh council, but he has said that if something is done to settle the strike, he will give no promise to interfere in any way, but he thinks he is fully justified in doing so.

Another subject discussed by the cabinet was the tariff, but this was apparently as to the situation of the bill in Congress. The cabinet meeting. "We've simply been claiming today," said a cabinet official referring to the cabinet meeting today. He gave that as an explanation of an unusually long session of the cabinet.

As a matter of fact, however, the cabinet did not discuss any questions of foreign import. Foreign affairs were completely ignored.

The personal appearance of the cabinet members interest those who watch the regular semi-weekly gatherings of the official family. None of the members is as good looking as his official position. Some of them are indifferent about whether they often change suits. Secretary Gage, for instance, is a good looking man, but he is in his office and to cabinet meetings a light-colored business suit and a straw hat. Secretary Gage is the most fastidious man in the cabinet.

He doesn't wear any one suit of clothes a long time. In summer he wears light trousers, dark coat and light waistcoat of linen or similar material. His derby or straw hat, worn according to the weather, is the neatest and latest pattern. Secretary Gage changes suits frequently, and is not near so often as Secretary Bliss. Secretary Wilson likes a black alpaca coat and a light straw hat. Secretary Gage is a light-colored business suit and a straw hat. Secretary Gage is the most fastidious man in the cabinet.

Of the six members of the cabinet at today's meeting all wore straw hats except Secretary Bliss.

## Discussing Adjournment.

Senator Allison, looking fresh, bright and smiling, had a conference with the President, part of which related to the condition of the tariff bill. Senator Allison thinks that the tariff bill will pass the Senate by Thursday afternoon or evening, and that the Senate will adjourn toward the last of the week. Other senators who were also present among them Senator Frelinghuysen, Sherman's style of attire has not changed in years. It is of the conventional black, and is of the conventional black. His hat is of soft felt and black.

## First-Class Missions.

Of the first-class foreign missions which have not been filled, it is said that the President will probably first nominate the man who is to succeed Minister Breckinridge at St. Petersburg. While there are several applicants, the only name so far mentioned is that of National Committeeman Wilson of Delaware. There is no truth in the story that the President will appoint a man to Sweden. The President will appoint a man to Sweden. The President will appoint a man to Sweden. The President will appoint a man to Sweden.

## The Handless Doorkeeper Obtained Too Much Exercise.

Everybody at the Capitol knows the handless doorkeeper of the House. He has both of his hands shot off below the elbow but manages to make good shift by the use of a couple of hooks attached to the stumps. With these he handles a fishing line and a couple of fishing worms.

Yesterday the captain came to the Capitol with a bumped-up nose and an air of general dilapidation.

"Been in a 'scrap'?" asked his colleague.

"Well, I should say so."

"Did it happen?"

"Well, you see, I wanted some exercise, so I bought one of these punching bags and hung it up in my cellar. Then I rigged a pair of boxing gloves onto my books and proceeded to play Corbett and Fitzsimmons, with Sullivan on the side."

"I had so much fun that I got a pair of boxing gloves for my wife, and she would turn up and have a bout with me. Every thing went along smoothly until yesterday, when we had a go with the gloves. I let her play Fitzsimmons to compliment her and I played Corbett."

"Well, she played Fitzsimmons all right, but she was a little rough on me. I was that bag and practicing when I was away from home, and the first thing I knew she had knocked me out in the first round."

"Capt. Decker rubbed his nose with one of his hooks as he concluded and declared that in future he would play Fitzsimmons only with the punching bag."

## Deficiency Bill Signed.

The President has signed the joint resolution authorizing the Secretary of War to issue tents for the G. A. R. encampment at Leavenworth, Kan., and also the deficiency appropriation bill.

## READY TO HONOR LOGAN

Distinguished Guests Arrive in Chicago to Attend Statue Unveiling.

Great Disappointment Felt Over President McKinley's Inability to Attend—Kept Away by Duties.

CHICAGO, July 20.—Distinguished guests that are to take part in the Logan monument ceremonies have already arrived. Prominent among them are Secretary of War Alger, who makes but a short stop in this city and will return July 22; Major W. P. Tucker of the United States army, son-in-law of Gen. Logan; Mrs. Logan, Tucker and George Edwin Tucker, A. St. Gaudens, the designer and sculptor of the monument, and Assistant Secretary of the Navy Roosevelt.

## President Cannot Come.

It was definitely settled last night that President McKinley would not be able to come. W. Beach Taylor, Logan's old private secretary, was in Washington to urge the attendance of the President, but the fact that Congress is just about to pass the tariff bill requires the presence of the capital city of the nation's chief executive. Mr. Taylor had two interviews with the President yesterday. He was unable to get Mr. McKinley to promise to come to Chicago. Senator Culver, who has been in constant communication with Wm. H. Harper of the committee on arrangements, writes that the Senate would dispose of the tariff measure either Thursday or Friday. Under these circumstances, it will be impossible for President McKinley to absent himself from Washington.

The enforced absence of the President is a severe disappointment to the Logan day committee and it has upset many of the arrangements. Who will take the President's place as orator of the day is a question. It is said that the President would undoubtedly have been present for that task, but he did not know who would be selected.

The number of the visiting soldiers, four companies of the 19th United States infantry, reached the city last night on the steamer Manitou. They came from Fort Brady, Mich., and will be here for a week.

## Will Surpass All Former Events.

The civic and military features promise to surpass those of any similar demonstration that has been held west of the Allegheny mountains. Ten thousand soldiers, under arms; 2,000 veterans who followed the lead of the fighting commander, whose deeds are to be perpetuated in bronze; 2,000 men in uniform, and a multitude of civilians organized under various names, will march in the parade which will be a spectacular feature of the unveiling of the statue in Lake Front Park next Thursday afternoon. The work of the committee on the parade is reaching completion, and the harbor will be alive with craft on Thursday. The assemblage of boats on the lake from Thursday afternoon will be the finest thing ever seen on the lakes.

## WAR DEPARTMENT CHANGES.

Appointments, Promotions and Reassignments Announced.

The following changes have been made in the War Department:  
Appointments by reinstatement of ex-Union soldiers—Wm. R. Smith, sr., Michigan, label printer, \$900, rebellion records office; Albert P. Tasker, Connecticut, clerk, \$1,000, office of the adjutant general; John A. Moore, Pennsylvania, clerk, \$1,000, record and pension office; Charles A. Kraus, Washington, D. C., clerk, \$1,000, record and pension office; Joseph H. Harris, Maine, laborer, State, War and Navy Department building; William G. Woodruff, Washington, D. C., assistant messenger, rebellion records office; Mrs. Annie E. Loomis, Virginia, display is reached, type writer, \$1,000, office of the quartermaster general. Original appointments—Charles W. C. Nicholson, laborer, \$900, rebellion records office; Daniel H. Rainsworth, Kansas, laborer, \$900, rebellion records office; George A. Ward, Kansas, clerk, class one, record and pension office; Charles A. Kraus, Washington, D. C., clerk,